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having a convex inner surface 148 and a concave outer surface 150. First and second sides 144 and 146 extend from inner surface 148 and are curved to match the curvature of top 140. This allows cover-fitting 138 to connect two raceways 10 when they converge to a corner forming an acute angle 162 therebetween, since the curvature of top 140 and first and second sides 144 and 146 corresponds to the acute angle 162, as best seen in FIGS. 9 and 10, such that top 140 covers each raceway base 16 and first and second sides 144 and 146 overlap the sidewalls 22 of each raceway base 16.

In the Claims

✓ Please cancel claims 1-12, and 14. ✓

✓ Please add new claims 21-30:

21. A method of connecting two raceways, comprising the steps of:

joining respective first ends of first and second raceways at a first junction area so that the first ends of the first and second raceways engage and form a miter joint at the first junction area;

coupling a first cover fitting over the first junction area so that a portion of the first cover fitting engages each first end, respectively, of the first and second raceways;

joining respective a second end of the second raceway and a first end of third raceway at a second junction area so that the second end of the second raceway is spaced from the first end of the third raceway at the second junction area with a curved base disposed therebetween; and

coupling a second cover fitting over the second junction area so that a portion of the second cover fitting engages the first end of the second raceway and the second end of the third raceway, whereby said first and second cover fittings are substantially identical.

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22. A method of connecting two raceways, comprising the steps of:

joining respective ends of first and second raceways at a first junction areas so that the ends of the first and second raceways engage and form a miter joint at the first junction area;

coupling a first cover fitting over the first junction area so that a portion of the first cover fitting engages each end, respectively, of the first and second raceways;

joining respective ends of third and fourth raceways at a second junction area so that the ends of the third and fourth raceways are spaced from one another at the second junction area with a curved base disposed therebetween; and

coupling a second cover fitting over the second junction area so that a portion of the second cover fitting engages each end of the third and fourth raceways, respectively, whereby said first and second cover fittings are substantially identical.

23. A method according to claim 22, further comprising the steps of:

joining the respective ends of the first and second raceways so that the first raceway is substantially perpendicular to said second raceway; and

joining the respective ends of the third and fourth raceways so that the third raceway is substantially perpendicular to the fourth raceway.

24. A method according to claim 22, further comprising the steps of:

removing a section of a cover of each of the third and fourth raceways, respectively, and exposing corresponding sections of a raceway base of each of the third and fourth raceways, respectively, prior to coupling the second cover fitting to the second junction area, so that the exposed sections of the bases of the third and fourth raceways, respectively, engage portions of the second cover fitting.

25. A method according to claim 22, further comprising the step of:
completely covering the curved base between the third and fourth raceways with the
second cover fitting.

26. A method according to claim 22, further comprising the steps of:
coupling the curved base with a portion of the second cover fitting.

27. A method according to claim 26, further comprising the steps of:
coupling the curved base with the respective ends of the third and fourth raceways.

28. A method according to claim 22, further comprising the steps of:
mounting the first and second raceways to a first support surface;
mounting the third and fourth raceways to a second support surface; and
mounting the curved base to the second support surface between the respective ends
of the third and fourth raceways.

29. A method according to claim 28, further comprising the step of:
placing a first set of wires in each of the first and second raceways, respectively.

30. A method according to claim 29, further comprising the step of:
placing a second set of wires in each of the third and fourth raceways, respectively,
wherein said second set of wires has a maximum bend radius and said curved base defines a
radius is equal to or greater than the maximum bend radius of the second set of wires.